## MUNICIPAL CLAIMS.

MUNICIPAL CLAIMS.

SHERIFF'S OFFICE,

PHILADELPHIA, March 24, 1864.

NOTICE IS HEREBY GIVEN, in accordance NOTICE IS HEREBY GIVEN, in accordance with the Act of Assembly of the Commonwealth of Pennsylvania, passed 11th day of March, A. D. 1846, entitled "An Act relative to Registered Fasses and Municipal Claims in the County of Philadelphia," that the following writs have been

Philadelphia," that the following writs have been placed in my hands for service, to wit:

IN THE COURT OF COMMON PLEAS.
City of Philadelphia vs. Charles McLean, owner or reputed owner, or whoever may be owner; U. P., March Term, 1:64; No. 184; for the sum of \$140 05, for work and labor done and performed, and materials furnished, against all that certain lot or piece of ground situate on the easterly corner of Orthodox and James streets, Frankford, in the Twenty third Ward of the City of Philadelphia; containing in front or breadth on said Orthophia; containing in front or breadth on said Ortho-dox street eighty feet and in length or depth north-eastward along said James street one hundred

eastward along said James street one hundred feet.

Same vs. James Willis, owner or reputed owner or whoever may be owner; C. P., March Term, 1864, No. 185; for the sum of forty-five dollars and twenty-four cents, for work and labor done and performed, and materials farmished, against all that certain lot or piece of ground, situate on the northwest corner of Beaver and Canal streets, in the Sixteenth Ward; containing in front or breadth on said Beaver street fifteen feet, and extending of that width in length or depth northerly parallel with and along said Canal street forty feet.

Same vs. William H. Wittle, owner or reputed owner, or whoever may be owner C. P.. March Term, 1864, No. 187; for the sum of \$171 44. for work and labor done and performed, and materials furnished, against all that certain lot or piece of ground, situate on the northerly corner of Frankford and Wakeling streets, in Frankford, Twentythird Ward of the City of Philadelphia; containing in front on said Frankford street one hundred and forty-five feet, and in length or depth between parallel lines along said Wakeling street two hundred and forty-seven feet eight inches to Franklin street.

Same vs. Reuben Swink, owner, or reputed

street.

Same vs. Reuben Swink, owner, or reputed owner, or whoever may be owner; C. P., March Term, 1864, No, 197; for the sum of twenty-nine dollars and sixteen cents, for work and labor done and performed, and materials furnished for curbing, paving and gutter in front of all that lot of ground situate on the southwestwardly side of Oxford street, at Frankford, in the Twenty-third Ward of the City of Philadelphia, at the distance of one hundred and twenty-seven feet one inch northwestward from the northwest side of Paul street; containing in front or breadth on said Oxford street twenty-seven feet three inches, and

Oxford street twenty seven feet three inches, and in depth on the northwest line about one hundred on the containing in front or breadth on said Orthodox street, wenty-twenty feet southeast for curbing paving in fepth on the northwest line about one hundred and nine feet to Sellers street.

Same vs. Richard Harrison, owner, or reputed owner, or whoever may be owner; C. P., March Term, 1864, No. 198; for the sum of twenty-two dollars and ninety cents, for work and labor done and performed, and materials furnished, for curbing, paving and gutter in front of all that lot of ground situate on the northeasterly side of Orthodox street, at Frankford, in the Twenty-third Ward of the City of Philadelphia, at the distance of one hundred and sixty feet southeast from Jefferson street; containing in front or breadth on said Orthodox street twenty feet, and in length or depth northeastward one hundred feet.

Same vs. John Batton, 'owner, or reputed owner, or whoever may be owner; C. P., March Term, 1864, No. 199; for the sum of twenty-three dollars twenty-one cents, for work and labor done and performed, and materials turnished, to wit: for curbing, paving and gutter in front of all that lot of ground situate on the southwesterly side of Orthodox street, at Frankford, in the Twenty-third Ward of the City of Philadelphia, at the distance of one hundred and twenty-two feet southeastwardly from Mulberry street; containing

the distance of one hundred and twenty-two feet son heastwardly from Mulberry street; containing in front on said Orthodox street twenty feet, and in

son heastwardy from Mutoerry street; containing in front on said Orthodox street twenty feet, and in length or depth seventy-seven feet.

Same vs. Samuel Wilson, owner or reputed owner, or whoever may be owner; C. P., March Term, 1864, No. 200; for the sum of twenty-three dollars and forty cents, for work and labor done and performed and materials furnished, to wit: For curbing, paving and gutters in front of all that lot of ground situate on the southwesterly side of Orthodox street, at Frankford, in the Twenty-third Waru of the City of Philadelphia; at the distance of ore hundred and twenty feet northwestward from Jefferson street; containing in front on said Orthodox street twenty feet, and in length or depth south westward one hundred feet.

Same vs. Thomas S. Foulkrod, owner or reputed owner, or whoever may be owner; C. P., March Term, 1861, No. 201; for the sum of twenty-five dollars and fifty cents, for work and labor done and performed and materials furnished, to wit: For curbing, paving and gutters in front of all that let of ground situate on the southwesterly

For curbing, paving and gutters in front of all that lot of ground, situate on the couthwesterly side of Orthodox street, at Frankford, in the Twen-ty-third Ward of the City of Philadelphia, at the distance of one hundred feet southeastwardly from Mulberry street, containing in front or breadth on said Orthodox street twenty two feet, and in length or depth southwestward seventy-two red, and in length or depth southwestward seventy-seven feet.

Same vs. Charles Kreamer, owner or reputed ewner, or whoever may be owner; C. P., March Term, 1864, No. 202; for the sum of sixty-five dollars and twenty cents, for work and labor done and performed and materials turnished, to wit:

For curbing, paving and gutters in front of all that lot of ground situate on the southwest side of Orthodox street at Frankford, in the Twenty-third

thodox street, at Frankford, in the Twenty-third Ward of the City of Philadelphia, at the distance

thodox street, at Frankford, in the Twenty-third Ward of the City of Philadelphia, at the distance of two hundred and thirty-three feetsoutheastfrem Paul street; containing in front on Orthodox street sixty-feet, and in length or depth southward sixty-three feet eight inches.

Same vs. A. Longstreth, owner or reputed owner, or whoever may be owner, C. P., March Term, 1864, No. 208; for the sum of seventeen dollars and ninety-one cents, for work and lanor done and performed and materials furnished, against all that certain lot or piece of ground stuate on the southwesterly corner of York street, in the Nineteenth Ward of the said city, at the distance of fifty-four feet southeasterly from the southeasterly side of Sepviva street; containing in front or breadth on the said York street thirty-six feet, and extending in length or depth southwesterly of that width between lines parallel to the said Sepviva street one hundred and twenty-nine feet six inches and one-eighth to Gordon street.

Same vs. Philip Rump, owner or reputed owner, or whoever may be owner, U. P., March Term, 1864, No. 209: for the sum of thirty-two dollars and eighty-three cents, for work and labor done and performed and materials furnished, granted all that extend lator recent.

Term, 1864, No. 209: for the sum of thirty-two-dollars and eighty-three cents, for work and labor done and performed and materials furnished, against all that certain lot or piece of ground, stinate on the southwesterly corner of York and Lemon streets, in the Nineteenth Ward of the city of Philadelphia; containing in front or breadth on the said York street fifty-four feet, and extending in length or depth southwesterly of that width between lines parallel to and along the said Lemon street one hundred and twenty-nine feet six inches and one-eighth to Gordon street.

Same vs. E. C. Quinn, owner or reputed owner, or whoever may be owner, O. P., March Term, 1864. No. 210: for the sum of one hundred and two dollars and twenty-two cents, for work and labor done and performed and materials furnished, against all that certain lot or piece of ground, situate on the southwesterly side of Huntingdon street, in the Nineteenth Ward of the city of Philadelphia, at the distance of one hundred and seventy seven feet southeasterly from the southeasterly side of Jasper street; containing in front or breadth on the said Huntingdon street fifty-three feet six inches, and extending in length or depth southwesterly of that width between lines parallel to the said Jasper street one hundred and forty-eix feet eight inches and a quarter to Hazzard street.

Same vs. A. Cetti, owner or reputed owner, or

forty-eix feet eight inches and a quarter to Hazzard street.

Same vs. A. Cetti, owner or reputed owner, or whoever may be owner, C. P.; March Term, 1864, No. 211, for the sum of one hundred and seventy-four dollars and thirty-four cents, for work and labor done and performed and materials furnished, against all that certain lot or piece of ground sinate on the westerly corner of Huntingdon and Jasper streets, in the Nineteenth Ward of the city of Philadelphia, containing in from or breadth on the said Huntingdon street ninety feet, and extending in length or depth southwesterly of that width, between lines parallel to and along the said Jasper street, one hundred and forty-six feet eight inches and a quarter to Hazzard street.

Same vs. James Goloner, owner or reputed owner, or whoever may be owner; C. P., March Term, 1864, No 212, for the sum of one hundred and nine dollars and eighty-seven cents, for work Term, 1804, NO 212, for the sum of one bundred and nine dollars and eighty-seven cents, for work and labor done and sperformed and materials furnished, against all that certain lot or piece of ground situate on the northwesterly corner of Huntingdon and Emerald streets, in the Nineteenth Ward of the city of Philadelphia, containing in front or breadth on the said Huntingdon street sixty feet, and extending in length or depth porth-

ward of the city of Philadelphia, containing in front or breadth on the said Huntingdon street sixty feet, and extending in length or depth north-easterly of that width, between lines parallel to and along said Emerald street one hundred and twenty feet to Elizabeth street.

IN THE DISTRIOT COURT.

City of Philadelphia vs. William H. Boyer, owner or reputed owner, or whoever maybe owner. D. C., March Term, 1864, No. 468; for the sum of two hundred and elight dollars and twenty-seven cents, for work and labor done and performed, and materials furnished to wit: For paving, &c., in front of all that certain lot or piece of ground, slivate on the northeasterly corner of Huntingdon and Jasper streets, in the Nineteenth Ward of the city of Philadelphia, containing in front or breadth on the said Huntingdon street one hundred and fourteen feet, and extending in length or depth northeasterly of that width between lines parallel to and along the said Jasper street one hundred and twenty feet to Elizabeth street.

Same vs. Barrett & Stetson, owners or reputed owners, er whoever may be owners, D.C., March Term, 1864, No. 469; for the sum of seven hundred and six dollars and twenty-three cents, for work and labor done and performed, and materials furnished, to wit: For curbing, &c., in front of all that certain lot or piece of ground, situate on the east side of Howard street, in the Nineteenth Ward of the city of Philadelphia, at the distrace of sixty feet rorthward from the northward side of Dunphin street, containing in front or breadth on the said Howard street three hundred and eighty feet, and extending in length or depth eastwardly of that width between lines parallel to said Dunphin street, containing in front or breadth on the said Howard street three hundred and eighty feet, and extending in length or depth eastwardly of that width between lines parallel to said Dunphin eterst one hundred and six feet six inches, more or less, to thops street.

or whoever may be owner; D. C., March Term, 1864, No. 470, for the sum of eight hundred and sixty-three dollars and sixty-one cents, for work and labor done and performed, and materials furnished, to wit: For paving and curbing in front of all that certain lot or ; iece of ground, situals on the northerly corner of Cumberland and Enerald streets, in the Nineteenth Ward of the said city containing in front or breadt on the said Cumberland street three hundred and seventy-five feet to Jasper street and extending in length or depth northeasterly along the northwesterly side of the said I merald street, and the southeasterly side of the said Jasper street one hundred and fifty-six fee the said Jasper street one hundred and fifty-six feats inches to Firth street. mh21-2aw2w

INSURANCE. DELAWARE MUTUAL SAFETY INSU-BRANCE COMPANY.— Incorporated by the Legislature of Pennsylvania, 1835. OFFICE—S. E. Corner THIRD and WAL-NUT Streets. Philadelphia. 1835. OFFICE—S. E. NUT Streets, Philadelphia.
MARINE INSURANCE
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OARGO, FREIGHT, INLAND INSURANCES On Goods, by River, Canal, Lake and Land Carriage, to all parts of the Union.

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ASSETS OF THE COMPANY.
NOVEMBER 1, 1863

\$100,000 United States 5 per cent Loan \$97,000 60
75,000 66 per ct Loan 5-208 75,000 06
50,000 66 for 7 3-10 pr ct Tr Nts 53,250 06
100,000 State of Penna, 5 per cent Loan 100,397 54,000
123,050 Philadelphia City 6 per ct Loan 127,528 00
123,050 Philadelphia City 6 per ct Loan 127,528 00
20,000 State-of Tennesses 5 per ct Loan 127,528 00
20,000 Pennsylvania Railroad first mortgage 6-per cent. bonds.
50,000 Pennsylvania Railroad second mortgage 6-per cent. bonds.
53,258 53, 250 mortgage 6-per cent. bonds... 15,000 300 shares stock Germantown Gas Company, principal and interest guarantied by the city of Philadelphia.

5,000 100 shares Stock Pennsylvania Railroad Company.......

5,000 100 shares Stock North Penn-15,000 7,225 2,650

sylvania Railroad Company 21,000 United States Treasury Gerti-ficates of indebtedness..... 21,420 123,700 Loans on Bonds and Mort-\$791,750 par. cost, \$768,737 12-market Real Estate...
Bills Receivable for insurances 

accrued interest, and other debts due the Company..... Scrip and Stock of sundry Insurance and other Compa-nies, \$5,803. Estimated value Cash, on deposit with United States Government, subject to ten days' call.....\$50,000 65 Cash, in Banks ..... 38,588 39 Cash, in drawer ..... 200 80 118,789 19

\$1,089,425 52

Thomas C. Hand,
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Edmund A. Souder,
Theophilus Paulding,
John R. Penrose,
James Traquar,
Henry C. Dallett, Jr.,
James C. Hand,
William C. Ludwig,
Joseph R. Seal, Charles Kelley, Robert Burton, Robert Burton,
Samuel E. Stokes,
J. F. Peniston,
Henry Sloan,
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fully given by the AGENT, together with all necessary Books and Tables upon the subject.

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A NTHRACITE INSURANCE COMPANY—
Office, No. 311 Walnut St., above Third, Phila.
Will insure against Loss or Damage by Fire, oh
Buildings, either perpetually or for a limited time,
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DRIME NEW DUTCH HERRING-Ancho Vies, Curacoa, and Maraschino, for sale at COUSTY'S. No. 118 South Second street. New PRESERVED GINGER—\$1 00 per jar.
Just received and for sale at COUSTY'S. No.
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MAPLE SUGAR—Very bright, in store
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RESH SMOKED SALMON—Spiced Salmon, Smoked Yarmouth Herring, just received and for sale by THOMPSON BLACK & SON, Broad and Chestnut streets.

NEWBOLD HAMS—The Genuine Newbold Ham, just received and for sale by THOMPSON BLACK & SON, Broad and Chestnut sts. CHOICE HAVANA CIGARS.—Just received a lot of Hayana Cigars, of our own importation, which we will sell by the box at wholesale prices. SIMON COLTON & SON, S. W. cor. BROAD and WALNUT.

YARMOUTH BLOATERS.—Yarmouth
Bloater Herring, of extra fine quality, just received and for sale by SIMON COLTON & SON,
S. W. cor. BROAD and WALNUT. TOMATOES IN GLASS.—100 doz. Fresh Tomatoes in Glass Jars—a very superior article, for sale by JAMES R. WEBB, Walnut and Eighth Streets.

MOKED SALMON AND HERRING—Smoked Salmon and Yarmouth Herring, just received, and for sale by JAMES R. WEBB, Walnut and Eighth Streets. A LMERIA GRAPES.—Choice Almeria Grapes in large clusters and first order, for sale by M. F. SPILLIN, N. W. corner Arch and Eighth

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RIDLEY'S BROKEN CANDY, Vanilla Cream Candy, Cornucopias, Chocolate Almonds and Drops, Burnt Almonds and Mixtures; all fresh. For Sale by E. B. CLARKE, dealer in fancy and staple Groceries, Main street, adjoining Railroad Depot, Germantown. HEIDRIECK & CO'S CHAMPAGNE, very choice Sherry and Madeira Wine, fine Brandy, Younger's Scotch Ale and Guiness's Brown Stout for saie by E. B. CLARKE, Grocer and Tea dealer, Main street, adjoining R. R. depot, Germantown. RENCH PEAS, Champignons, and Boneless Esardines, of a fresh importation; for sale by E. B. CLARKE, dealer in fine groceries, Mair street, adjoining Railroad Depot, Germantown.

REFINED SUGARS AND SYRUPS OF ALL grades manufactured at the Southwark Sugar Refinery and the Grocers' Sugar House, for sale by E. C. KNIGHT & CO., Southeast corner Water and Chestnut streets. PRESH GROCERIES FOR CHRISTMAS. New Raisins, Currants, Citrons, Prunes, Figs. and Almonds. Just received trest, for sale by E. B. CLARKE, dealer is funcy and staples groceries, Main street, adjoining Railroad Depot,

TRAVELING GUIDE. 1864. ARRANGEMENTS OF NEW YORK LINES. 1864.
The Camden and Amboy and Philadelphia and renton Railroad Companies' Lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF,

FROM WALNUT STREET WHARF,
Will leave as follows, viz:
At 6 A. M., via Camden and Amboy, C.
and A. Accommodation.
At 8 A. M., via Camden and Jersey City,
Morning Express.
At 8 A. M., via Camden and Jersey City, 2d
Class Ticket. At 12 M., via Camden and Amboy, C. and A. Accommodation A. Express.

At 1P. M., via Camden and Amboy, O. and
At 1P. M., via Camden and Amboy, Accommodation (Freight and Passenger).

At 6, P. M. via Camden and Amboy, Accommodation; (Freight and Passenger), 1st
Class Ticket.

22

24

Class do.

156

For Mauch Chunk, Allentown, Bethlehem.
Belvidere, Easton, Lambertville, Flemington.
&c., at 3 P. M.
For Mount Holly, Evansville and Pemberton, at
6 A. M., 2 and 4½ P. M.
For Freehold, at 6 A. M. and 2 P. M.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M.,
12 M., 1, 3 and 4½ P. M. The 3 and ½ P. M.
Lines run direct through to Trenton.
For Palmyra, Riverton, Delanco, Beverly and
Burlington at 6½ P. M.
LINES FROM KENSINGTON DEPOT
Will leave as follows:

LINES FROM KENSINGTON DEFON Will leave as follows: At 1.50 A. M., (Night) via Kensington and Jersey City, Washington and New York Mail. At 11.15 A. M., via Kensington and Jersey At 11.15 A. M., Viz. Adding. 3 500 Olty Express. At 4.30 P. M., via Kensington and Jersey 3 60

At 4.30 P. M., via Kensington and Jersey
City, Express.
At 6.45 P. M., via Kensington and Jersey
City, Washington and New York Express 3.60
Sunday Lines leave at 1.50 A. M. and 6.45 P.
M. There will be no line at 1.50 A. M. (Night)
on Mondays.
For Water Gap, Strondsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7 A. M. This Line
connects with the Train leaving Easton for Mauch
Chunk at 3.30 P. M.
For Bristol, Trenton, &c., at 7 and 11.15 A. M.
and 3 and 5 P. M.
For Holmesburg, Tacony, Wissinoning, Bridesburg and Frankford, at 9 A.M., 5, 5.45 and 8 P.
M.
For New York, and Way lines leaving Ken-

M. For New York, and Way lines leaving Ken sington Depot, take the cars on Fifth street, abov Walnut, half an hour before departure. The Car

walnut, half an hour before departure. The Carrun into the Depot, and on arrival of each Train, run from the Depot.

Fitty pounds of baggage only, allowed each Pasenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond slioù, except by special contract. Graham's Baggage Express will call for and deliver baggage to the Depots. Orders to be left at No. 3, Walnut street.

Jan. 20, '64 WM. H. GATZMER, Agent.

LINES FROM NEW YORK FOR PHILADEL-PHIA, WILL LEAVE

From foot of Courtiand Street at 12M. and 4 P.M., via Jersey City and Camden; at 7, 10 A. M., 6, P. M. and 12 (Night) via Jersey City and Kensington. Kensington.
From foot of Barclay street, at 6 A. M., and 2 P.
M., via Amboy and Camden.
From Pier No. 1, North River, at 12 M., 4 and 8
P. M.. (Freight and Passengers) Amboy jand Camden.

Camden.

NOETH PENNSYLVANIA

R. R.—FOR BETHLEHEM.

DOYLESTOWN, MAUOH CHUNK, HAZLETON, EASTON, WILLIAMSPORT, &c.

WINTER ARRANGEMENTS.

THREE THROUGH TRAINS.

On and after MONDAY, Nov. 16, 1863, Passenger Trains will leave the NEW DEPOT, THIRD Street, above Thompson street, Philadelphia, daily, (Sundays excepted) as follows:

At 7 A. M. (Express) for Bethlehem, Allentown, Mauch Okurk, Hexleton, Williamsport.

The 7 A. M. train makes close connection with the Lehigh Veiley Railread, at Bethlehem, being the shortest and most desirable route to all points in the Lehigh coal region.

At 3.15 P. M. (Express) for Bethlehem, Easton, &c.

This train reaches Feston at 5.40 P. M. and ton, &c.

This train reaches Easton at 6.40 P. M., and makes close connection with the New Jersey Contral for New York.

At 5.15 P. M. for Bethlehem, Allentown, Mauch

For Doylestowa at 9.15 A. M. and 4.15 P. M. For Fort Washington at 10.15 A. M. and 6.15 P. M. Mi. White cars of Second and Third street line Oity Passenger Cars, run directly to the new depot.

TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.30 A. M., 9.30 A. M. and
6.67 P. M.
Leave Doylestown at 6.30 A. M. and 3.40 P. M.
Leave Fort Washington at 6.40 A. M. and 3

P. M.
ON SUNDAYS.
Philadelphia for Doylestown at 10 A. M. and 4. 15 Doylestown for Philadelphia at 7.30 A. M. and P. M. 

to secure the above rates of fare.

ap18

ELLIS CLARK, Agent.

WEST JERSEY RAILRUAD

Running time of trains, com.

mencing FRIDAY, Jan. 1, 1881.

FROM WALNUT STREET WHARF.

For Cape May at 9 A. M. Beturning at 6 A. M.

For Milleville, &c., at 9 A. M. and 3 P. M. Returning at 8 09 A. M. and 110 P. M.

For Bridgeton, &c., at 9 A. M. and 4 P. M. Returning at 6.30 A. M. and 130 P. M.

For Salem, &c., at 9 A. M. and 1 30 P. M.

Solvery, &c., at 9 A. M. and 1 10 P. M.

paturning at 4 and 8 A. M. and 1 10 P. M.

M. Returning at 7.00, 7.48, 9.38 A. M. and 2

45 P. M.

J. VAN RENSSELAER, Superintendent.

J. VAN RENSSELAER, Superintendent. SALEM RAILROAD.

SALEM RAILROAD.
Running im of trains, commencing FRIDAY,
Jan. 1, 1864.
From Walnut Street Wharfat 9 A. M. and 3 and
4 P. M. Freight 12 M. Returning, leave Salem
at 4 and 8 A. M. and 1.10 P. M.
Freight daily each way. Apply to MORTON
MILLS, Agent, 2d Covered Pier above Walnutst.
J. VAN RENSSELAER, Superintendent.

CAPE MAY AND MILLVILLE RAILROAD.
Running time of trains, commencing FRIDAY.
Jan. 1, 1864, from Walnut Street Wharf.
For Cape Island, Court House, Dennisville,
Tuckahoe, Port Elizabeth, and by connecting
lines of stages to all parts of Cape May county, at 9
A. M. Returning, leave Cape Island at 6 A. M.
Due in Philadelphia at 10.15 A. M.
Freight sent or brought daily. Apply to MORTON MILLS, Agent, 2d covered Pier above Walnut street. nut street.
no 12

J. VAN RENSSELAER, Sup't.

no 12 J. VAN RENSELAER, Sup't.

1564: PHILADELPHIA AND
ERIE RAILROAD. 1564.
This great line traverses the Northern and
Northwest counties of Pennsylvania to the city or
Erie, on Lake Erie.
It has been leased by the Pennsylvania Railroad
Company, and under their suspices is being rapidly opened throughout its entire length.
It is now in use for Passenger and Freight business from Harrisburg to Emporium, (195
miles,) on the Eastern Division, and from
Sheffield to Erie (78 miles) on the Western
Division. Division.

And for Freight business of the Company's Agents: S. B. Kingston, Jr., Cor. Thirteenth and Mar-

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H. H. HOUSTON,

General Freight Agent, Philadelphia.

LEWIS L. HOUPT,

General Ticket Agent, Philadelphia.

JOSEPH D. POTTS,

and General Manager. Williamsport. OFFICE OF THE ADAMS
EXPRESS COMPANY, 320
OHESTNUT STREET, PHILADELPHIA, JANUARY

OHESTNUT STREET, PHILADRIPHIA, January 17th, 1662.

The Adams Express Company having enlarged their facilities at Washington, D. O., by building a Rairoad depot, and having acquired additional capacity for traneportation, are now prepared to forward Heavy Express freights, Packages and Parcels, to Washington, Georgetown, Alexandria, Annapells, Frederick, Addimstown, Fortress Monroe, and other places South, occupied by the army, at greatly reduced rates.

Special agreements made for merchandize in large lots. Suiters' goods and army supplies at satisfactory prices, on application at eur office. Soldlers' parcels taken at much less than our usual rates.

Heavy and bulky packages received and re-ceipted for at our depot, Southeast corner of BROAD and LOUUST Streets JOHN BINGHAM. Superintendent

TRAVELING GUIDE. BEADING BALEROAD.

GREAT TRUNK LINGER OF PENNSYLVANIA, THE SCHUYL
KILL, SUSQUEHANNA, OUMBERLAND AND WYOMING VAL-

LEYS. HORTH, NORTHWEST AND THE CANADAS
PASSENGER TRAINS
Leave the Company's Depot, THIRTEENT
and CALLOWHILL streets, Philadelphia, at the

Leave the Company's Depot, THIRTEENT and CALLOWHILL streets, Philadelphia, at the following hours:

MORNING MAIL,

At 8. 15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Nigarar Falls, Buffalo, Allentown, Wilkesbarre, Pittsten, York, Carlisle, Chambersburg, Hagerstown, &c., &c. This train connects at READING with the East Pennsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Clatwissa Railroad trains for Wilkesbarre, Williamspo.', Lock Hayen, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and schuylkill and Susquehanna trains, for Northumperiand, Williamsport, York, Chambersburg, Pinegrove, &c.

perland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS.
Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central Railcoad trains for Pittsburgh, &c., Northern Central Railcoad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Railroad train for Milton, Williamsport, Elmira, Sunfalo, &c. Buffalo, &c.
READING ACCOMMODATION.

READING ACCOMMODATION.

Leaves Reading at 6.30 A. M., stopping at all way stations; arrives in Philadelphia at 9.25 A. M. Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.25 P. M.

Trans for Philadelphia leave Harrisburg at 8 A, M. and Pottsville at 9.15 A. M. arriving in Philatelphia at 1.50 P. M. Afternoon trains leave Harrisburg at 2.00 P. M., and Pottsville at 2.30 P. M. striving at Philadelphia at 7.00 P. M. Market trains, with a Passenger car attached, tyes Philadelphia at 1 P. M. for Reading and all way stations; leaves Reading at 12 Noon, and lowningtown at 12.30 P. M. for Philadelphia and all way stations. All the above traine! In daily, Sundays excepted.

Sunday trains leave Pottsville at 7.30 A. M., and Philadelphia at 3.15 P. M., CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 8. IS A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7. 65 A. M. and 12.30 Noon.

MEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.

Leaves New York at 7 P. M., passing Reading at 12 midnight, and connecting at Harrisburg with Pennsylvania Railroad Express Train for Pittsburgh.

Pennsylvania Railroad Express Train for Pittsburgh.

Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 6.30 A. M., passing Reading at 8.45 A. M., and arriving at New York at 1.45 P. M. Sleeping Car accompanying these trains through between Jersey City and Pittsburgh, without change.

Mail trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 a. M. and 2 P. M. Mail trains for Harrisburg at 8 a. M. and 2 P. M. Mail trains for Harrisburg SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7.15 A. M. and 3.30 P.

M., returning from Tuscarora at 8.05 A. M. and 3.30 P. M. and 45 P. M. SUMUYLKILL AND SUSQUEHANNA RAILTrains leave Auburn at 3.45 A. M. for Pinegrove
and Harrisburg, at 10 A. M. and 1.20 and 7.16
P. M. for Pinegrove only: returning from Harrisburg at 7.30 P. M. and from Pinegrove at 8.15 A.
M. and 4 and 5 P. M.
TICKETS.

Through first-class tickets and emigrant tickets
to all the principal points in the North and West
and Canadas.
The following tickets are obtained.

and Canadaa.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

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MILEAGE TICKETS.

stred for families and firms.

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Goed for 2,000 miles, between all points, at \$45 35 each, for families and firms.

SEASON TICKETS,
For three, six, nine or twelve months, for holder only, to all points, at reduced rates.
CLERGYMEN

Essiding on the line of the Road will be furnished with carda, entitling themselves and wives to tickets at half-fare.

EXCURSION TICKETS,
From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office at Thirwenth and Callowhill streets.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

FREIGHT TRAINS

Leave Philadelphia daily at 6 A. M., 1 P. M., and 6 P. M., for Reading Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MALLS.
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2.15 P. M.

lor the principal Stations only at 2.15 P. M.

PHILADELPHIA, WILRAILROAD.

CHANGE OF HOURS.

On and after WEDNESDAY, January 20, 1964,
Passenger trains leave Philadelphia for
Baltimore at 4.30 A. M. (Express, Mondays excepted), 8.05, 12.00, A. M., 234 and 11.30 P. M.

Chester at 8.05, 1.15, 2.30, 3.50 and 11.00 P. M.,
Wilmington at 4.30, (Mondays excepted), 8.65.

1.15, 2.30, 3.50 and 11 P. M.

New Castle at 8.05 A. M. and 3.50 P. M.

Milford at 8.05 A. M. and 3.50 P. M.

Milford at 8.05 A. M.

Salisbury at 8.05 A. M.

TRAINS FOR PHILADELPHIA.

Minord at 2.65 A. M.

TRAINS FOR PHILADELPHIA.

Leave Baltimore at 8.35 A. M., 9.10. A. M.

(Express), 12.45, 7.10 and 9.35 P. M.

Wilmington, at 7.15, 9 and 12.10 A. M., 12.45 P.

M., 4.20, 6.30, 11.05 P. M.

Salisbury at 12.05 P. M.

Milford at 2.35 P. M.

Dover at 6.30 A. M. and 3.35 P. M.

New Castle at 8.30 A. M. and 5.55 P. M.

Othester at 810, 940 A. M., 12.50, 500, 714 and 1140 P. M.

11 40 P. M. Leave Baltimore for Salisbury and intermediate s at 7 10. Leave Baltimore for Dover and intermediate TRAINS FOR BALTIMORE.
Leave Chester at 8 40, A. M., 3 00 P. M.
Leave Wilmington at 5 35, 9 25 A. M., and 3 35

Leave Wilmington at 5 35, 9 25 A. M., and 3 35 P. M.

Freight Trains with Passenger Car attached, will run as follows:
Leave Philadelphia for Perryville and intermediate places at 5 40 P. M.

Leave Wilmington for Perryville and intermediate places at 7 20 P. M.

Leave Baltimore for Philadelphia, 3 45 P. M.

Leave Wilmington for Philadelphia and intermediate places at 4 20 P. M.

SUNDAYS: Only at 4 30 A. M., 11 30 P. M.

SUNDAYS: Only at 4 30 A. M., 11 30 P. M.

From Philadelphia to Baltimore.

From Philadelphia to Wilmington at 4 38 A.

M., 11 P. M.

From Wilmington to Philadelphia at 6.30 P. M.

Only at 9 35 P. M. from Baltamore to Philadelphia to STEARNS, Sup. 1.59

Only at 9 35 P. M. ITOM ENGINEER OF FILLIANS WIN. STEARNS, Sup 1. 32

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

JREIGHTS WESTWARD VIA. BALTIMORE
AND OHIO ROUTE.

RECEIVING DEPOT, BROAD STREET,
ABOVE CHERRY.

Through Freight facilities between Philadelphia and the Western States, have been fully resumed by the above route, at lowest rates.

QUIOK TRANSIT BY FAST FREIGHT TRAINS without change of cars to the Ohio river. This route is now considered entirely safe from b.jury by rebel raids, in proof of which the Baltimore and Ohio Railroad Company guarantee owners against loss or damage by military selvare, whilst in transit on the line of that road.

We have no hesitation therefore in respectfully sking the confidence and patronage of shippers.

For further information, apply to OOLHOUN & OOWTON, General Freight Agents.

General Freight Agents,
JOHN S. WILSON, Agents,
Office, Sixth street, above Chestnet.
PHILADELPHIA, January 6, 1863. an7-166 PHILADELPHIA, January 6, 1863. anv-tre

PHILADELPHIA AND ELMIRA RAILROAD LINE.

MIRA RAILROAD LINE.

1863. FALL AND WINTER ARRANGEMENT.

For Williamsport, Scranton, Elmira, Buffalo, Niagara Falis, and all points in the West and Northwest. Passenger Trains leave the Depot of Philadelphia and Reading Railroad, cor. BROAD and CALLOWHILL streets, at 8.15 A. M. and 3.30 P. M. daily, except Sundays.

QUICKEST ROUTE from Philadelphia to points in Northern and Western Penns ylvania. Western

QUICKEST ROUTE from Philadelphia to points in Northern and Western Penns ylvania, Western New York, &c., &c. Baggagechecked through to Buffalo, Riagara Falls, or intemediate points.

For further information apply to JOHN S. HILLES, General Agent, Thirteenth and Callowhill streets, and office N w or Sixth and Chestmut PHILADELPHIA AND BALTIMORE CENTRAL BALTIMORE OENTRAL WINTER ARRANGEMENT.

On and after Monday, Dec. 7th, 1863, the Trains will leave Philadelphia from the DEPOT of the W. C. &P. R. R. Co., NORTHEAST CORNER OF EIGHTEENTH AND MARKET STREETS, at 8.00 A. M. and 4.00 P. M. Returning, leave Oxford at 7.00 A. M., and 3.16 P. M.

P. M.

The Train leaving Philadelphia at 8.00 A. M. connects at Oxford with a line of Stages for Peach Bottom, in Lancaster County, returning, leaves Peach Bottom to connect with the afternoon Train for Philadelphia.

HENEY WOOD,

TRAVELING GUIDE.

GERMANTOWN AND NOR
TOWN RAILROAD.

TIME TABLE.
On and after December 7th, 1863.
Until further notice.
FOR GERMANTOWN.
Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.;
1, 2, 3, 10, 4, 5, 6, 7, 8, 9, 10, 11 and 12 P. M.
Leave Germantown—6, 7, 7½, 8, 8, 20, 9, 16, 11, 12 A. M.; 1, 2, 3, 4, 5, 6, 6½, 7, 8, 9, 10 and 11 P.
M. The 8.20 down train will not stop after

The 8.20 down train will not stop after leaving Germantown.

ON SUNDAYS.

Leave Philadelphia—9.10 A. M.; 2, 7, 16% P. M.

Leave Germantown—8.10 A. M.; 1, 6, 9% P. M.

CHESTNUT HILL RAILEOAD.

Leave Philadelphia—6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9 and 11 P. M.

Leave Chestnut Hill—7.10, 8, 9.46, 11.46 A. M.

1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M.

The 3% and 5% up trains do not stop on Germantown Branch.

town Branch.

ON SUNDAYS.

Leave Philadelphia—9. 10, A. M.; 2, and 7 P. M.

Leave Chestnut Hill—7.50 A. M.; 12.40, 5.40 and
9.25 P. M.

FOR CONSHOHOOKEN AND NORBISTOWN. FOR CONSHOHOOKEN AND NORRISTOWN.
Leave Philadelphia—6, 8%, 11.05 A. M.; 1%, 3,
4%, 6.05, 8.05, and 11% P. M.
Leave Norristown—6, 7, 7.50, 9, 11 A. M.; 1%,
4% and 6, P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2% P. M.
Leave Norristown—7% A. M.; 5 P. M
FOR MANAYUNH.
Leave Philadelphia—5, 8%, 11.05 A. M.; 1% 3,
4%, 6.05, 8.05, and 11% P. M.
Leave Manayunk—6%, 7%, 8.20, 9%, 11% A. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 5% and 6% P. M.
Leave Philadelphia—9 A. M.; 5% and 6 P. M.
Leave Manayunk—7% A. M.; 5% and 6 P. M.
Leave Manayunk—7% A. M.; 5% and 6 P. M.
Depot, Ninth and Green streets.

WEST UHESTEE AND PHI

Depot, Ninth and Green streets.

WEST CHESTER AND PHI
LADELPHIA RAILROAD,
VIA MEDIA.

WINTER ABRANGEMENT.
On and afrer MONDAY, December 7th, 1863,
the Trains will leave Philadelphia, from the Depot, N. E. corner of EiGHTEENTH and MARKET
streets, at 8.00 and 10.45 A. M., and at 2.00 and
1.00 P. M. Trains leave the corner of Thirty-first
and Market streets (West Philadelphia) 17 minutes
after the starting time from Eightoenth and Market
streets. A Freight Train, with Passenger Car attached, will leave the corner of THIRTY-FIRST and MARKET streets (West Philadelphia), at 6.38

MARKET streets (West Philadelphia), at 6.36 P. M.
Trains leave West Chester at 6.40, 8.20 and 16.35 A. M., and at 1.25 and 4.35 P. M.
ON SUNDAYS,
Leave Philadelphia, at 8.00 A. M. and 2.66 P. M.
'West Chester, at 7.50 A. M. and 4.00 P. M.
The Trains leaving Philadelphia at 8.00 A. M., and 4.00 P. M., connect at Pennelton with Trains on the Philadelphia and Baltimore Central Railroad, for Concord, Kennett, Oxferd, &c., &c., and HENRY WOOD. Superintendent.

MEDIUAL. PLEOTRICITY. WHAT IS LIFE WITHOUT HEALTH.

Messrs. GRIM and AILEN,

Medical Electricians,
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and Galloway, having dissolved partnership, the
practice will be continued by THOS. AILEN, at
the old established office, No. 723 North TENTH
Street, between Coates and Brown where he will
still treat and cure all curable diseases (whether
acute, chronic, Pulmonary or Paralytic, without
a shock or any pain,) with the various modifications of Electricity and Galvanism. This treatment has been found remarkably successful in all
cases of Bronchitis, Diphtheria, and other diseases
of the throat and respiratory organs.

A few of the diseases in which successful cures
have been made are mentioned below.

have been made are mentioned below. Consumption, first and General Debility.
second stages.
Diseases of the Liver or Diseases of the Liver or Kidneys.
Disbetes.
Prolapsus Uteri (Falling of the Womb).
Prolapsus Ani (or Piles)
Nocturnal Emissions,
&c., &c.
Deafness. Paralysis raraiyais.
Neuralgia.
Fever and Ague.
Congestion.
Asthma.
Dyspepsia.
Rheumatism.

Bronchitis. influence and Catarrh. influence and Catarra. |
No charge for consultation, Office hours from a. M. to 6 P. M.
Testimonials to be seen at the office. de2-6mj

OPAL DENTALLINA. A superior article for cleaning the Teeth, destroying animalculæ which infest them, giving tone to the gums, and leaving a feeling of fragrance and perfect cleanliness in the mouth. It may be used daily, and will be found to strengthan weak and bleeding gums, while the aroma and destributions will recommend it to avery one. Reis reiveness will recommend it to every one. Being composed with the assistance of the Dentist, Physician, and Microscopist, it is confidently offered as a RELIABLE substitute for the uncertain Washes formerly in vogue.

Eminent Dentists, acquainted with the constituents of the DENTALLINA, advocate its uses; it contains nothing to prevent its unrestrained employment. Made only by

JAMES T. SHINN, Apothecary.

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For sale by Drugsi Fred. Brown, Hassard & Co., G. B. Keeny, Isnac H. Kay, C. H. Needles, T. J. Husband, Ambrose Smith, Thomas Weaver, William B. Webb, James L. Rispham, Hughes & Coombe, Henry A. Bower,

D. L. Stackhouse,
Robert C. Davis,
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JUMELLE'S COMPOUND SYRUP OF DOCK.—We often hear it repeated by those who have used JUMELLE'S COMPOUND SYRUP OF DOCK, that among all the thousand remedies offered to the public, there is none of them remedies offered to the public, there is none of them so salutary as a cough medicine, so potents as an ingorator, so effectual as a purifying specific, and so shooting and restorative in cases of physical debitity, nervous irritation and a general sinking or a prostration of the system.

For sale by the proprietor, F. JUMELLE, No. 1525 Market street, and by all Druggists. [fel-3m]

ODGSON'S BRONOHIAL TABLETS ARE found to be an indispensable requisite in the treatment of Bronchitis, Oatarrh, Hoarsness, and similar complaints affecting the organs of the voice; particularly recommended by public speakers, singers, and amateurs. Prepared, wholesale and retail, by LANCASTER & WILLS.

These Lozenges are a safe and speedy cure for Diphtheria, Coughs, Sore Throat, Hoarseness and Bronchial Affections generally. Try them. THOMAS ESTLACK, Jr., Druggist, S. W. cor. of Eighteenth and Market sts., Phila. ja28-3mo TAYLOR'S ARNICA OIL OR EMBROCA-T-TION.—A reliable article. Positively cures Rheumatism, Neuralgia and Sprans, Frosted Feet, Chillblains, Pains in the Limbs, Chest, Side Back. For sale by the Proprietor, H. B. TAYLOR, Tenth and Callowhill streets. Price, 55 cents.

TUST RECEIVED BY LATE IMPORTA
I tion, Hennessey's fine Old Brandy, expressly
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mined at the shortest notice of C. B. FOSTER,
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Market M

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cents. by first post, or \$1.50 a year. Address FOWLER & WELLS, No. 308 BROADWAY, N. Y., or J. L. CAPEN, 25 South TENTH street, Philadelphia.

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PROPOSALS.

PROPOSALS.

PROPOSALS FOR BITUMINOUS COALS.—
Sealed Proposals will be received at the Office of the Philadelphis Gas Works, No. 20 South SEVEN I'H Street, until noon of FRIDAY, 22d of April, 164, for supplying the whole or any part of Eighty Thousand Tons of Bituminous Coals, suitable for the manufacture of illuminating Gas, to be delivered on the Railroad tracks of the Gas Works at the First Ward and the Ninth Ward Stations, in the following monthly quantities; eight thousand tons in each of the months of September, October, November, December, and six thousand tons in each of the months of June, July, August, 184, and January, February, March, April and May, 1865.

The coals must be delivered fresh, dry, and of a quality approved by the Engineer of the Gas Works, as equal to the sample on which the contract is based.

Works, as equal to the sample on which the contract is based.

The proposals must describe the particular variety of coals intended to be supplied and the location and name of the mine or pit from which they are to be raised. If they are of a kind not now or recently used at these Works, samples for trial of not less than fifty tons, must be delivered at the Works, on or before the 7th of April next.

The gross on of 2440 pounds will be considered as the weight intended in the proposals, unless the contrary be expressly stated. The gross on of 2240 pounds will be considered as the weight intended in the proposals, unless the contrary be expressly stated.

The Trustees reserve the right to accept any proposals in whole or in part, or to reject all, as they may deem best for the interests of the Trust, and in the event of failure on the part of any contractor to deliver the coals according to his agreement, both in quantity and quality, the Trustees reserve the right to buy elsewhere, whatever quantity may be required to meet the deficiency, and charge to the contractor any loss or damage arising from each failure.

Payments will be made monthly, in two equal instalments at four and six months after the specified periods of delivery, the 15th of each month being taken as the average of the monthly deliveres, or at the option of the Trustees, will be made at earlier dates with legal interest off.

Should contractors prefer to make deliveries earlier than required, they may be received so far as they can be conveniently stored, but payments will be made to date from the time specified to the contractor.

contractor.

Security for the fulfilment of centract will be required, and each proposal must name the amount and character of security that will be fiered.

JOHN C. CRESSON, fe20tap220

Engineer in Chief.

MARSHAL'S SALES. MARSHAL'S SALE.

M ARSHAL'S SALE.—By virtue of a writ of sale, by the Hon. JOHN CADWALADER, Judge of the District Court of the United States in and for the Eastern District of Pennsylvania, in Admiralty, to me directed, will be sold at Public Sale, to the highest and best bidder, for cash, at MICHENER'S Store, No. 142 North FRONT street, on MONDAY, April 4th, 1664, at 12 o'clock M., nine bales of Cotton, now in my custody by virtue of a writ of attachment lately issued out of this court at the suit of Charles Sawell and others, and to be sold as perisbable.

tody by virtue of a writ of attachment laiely issued out of this court at the suit of Charles Sewell and others, and to be sold as perishable.

U. S. Marshal E. D. of Pennsylvania.

PHILADELPHIA, March 28, 1864. mh28-6t

MARSHAL'S SALE.—BY VIRTUE OF A Wallader, Judge of the District Court of the United States in and for the Eastern District of Pennsylvania, in Admiralty, to me directed, will be sold at public sale, to the highest and best bidder for cash, at MICHENER'S STORE, No. 142 North FRONT street, on MONDAY, April 4, 1864, at 12 o'clock M., the cargoes, and parts of cargoes, of shoops Persis, Buffalo, Sylvanus, and schooner Mary, consisting of 1 bag Sea Island Cotton, 124 bales and bags of Upland Cotton, 11 bbls. Whiskey, 52 cases Gin. 9 demijohns Rum, 3 cases Cotton Cards, 2 boxes Horse Shoe Nails, and 4 ceils Manilla Rope.

U. S. Marshal, E. D. of Pennsylvania.

PHILADELPHIA, March 24, 1864. mh26-6t

WATCHES.

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AMERICAN WATCHES,
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MERSHON'S PATENT REGULATOR,
Sold by the principal watchmakers. mb5-im5 NEW TURKISH FRUNES. -10 Casks, for sale by Jos. B. BUSSIER & CO., 110